

TAB 5: PROJECT BENEFIT/COMPATIBILITY

5.A. Describe the significant benefits to the community, region or state. Identify any state benefits resulting from the project including the achievement of state transportation policies or other state goals.

Public Benefits

The DTR plays a key role in the region's transportation network and its economic prosperity. Its success or failure during any given hour has enormous consequences for thousands who travel on the road and any roadway in its vicinity. Optimizing its throughput and safety every hour of every day and continuing to do so month after month, year after year is essential. However, under present public sector funding constraints, such optimization is unlikely without substantial private support and innovation. The Dulles Corridor Mobility Initiative is designed to provide both.

The DCMCI Base Program will provide 19 infrastructure and technology improvements with construction to commence immediately upon concession transfer to the Consortium. Each of these improvements is focused on optimizing the daily commute and safety of our customers. Work will begin immediately upon concession transfer and the initial improvements will be experienced within months. Customers will get on, off and through the DTR more efficiently – every hour, every day. Over the coming decades the DCMCI Enhanced Improvement Program would ensure the benefits would continue through the investment of millions more in technology and highway improvements.

Improving the mobility of our customers is our objective, but there is not enough roadway capacity to handle the growth forecasted for the DTR Corridor. Rail to Dulles is the equivalent of adding four lanes to the toll road. Rail to Dulles must be built, as quickly, as cost effectively, and as risk-free as possible, and therefore the DCMCI Team fully supports the Rail to Dulles project.

The DCMCI will provide the Commonwealth the funds needed for DTR-related share of Phases I and II of the Rail to Dulles project, commencing immediately. The Commonwealth will have full funding, certain funding and early funding. It will not face risks associated with toll revenue volatility, or the uncertainty of continuing program support. The Commonwealth will not have to issue bonds for the project. It will also provide Virginia an opportunity to possibly accelerate work in Phase II, which could save millions in costs associated with escalation.

The result? The public, our customers, will have substantially improved access to commercial, retail, employment, and residential areas; continually optimized DTR throughput; increased safety; a transit alternative; and improved air quality.

Compatibility with Existing Plans

Transportation planning agencies, local jurisdictions and the Commonwealth have long recognized the importance of functioning transportation corridors in the region and their significance in sustaining economic prosperity. The DTR Corridor is just such a corridor.

Agencies and jurisdictions which endorse or recommend DTR Corridor improvements include:

- The Transportation Planning Board, the National Capital Region's metropolitan planning organization
- Fairfax County, as reflected in its Comprehensive Plan
- The Transportation Coordinating Council, as reflected in its *Northern Virginia 2020 Transportation Plan*

5.B. Describe significant benefits to the state's economic condition. Discuss whether this project is critical to attracting or maintaining competitive industries and businesses to the state or region.

Northern Virginia contributes nearly 40% of the funding for state government.

The Dulles Corridor is the economic engine of Northern Virginia with more than 43 million square feet of office space, employment over 400,000, and employment projections of more than 700,000 by 2030, according to a study by the Center for Regional Analysis at George Mason University in August 2004.

With employment centers at Tysons Corner, Reston/Herndon and the Route 28 Corridor, expected density increases along the DTR, and continuing explosive growth in Loudoun County, a functioning Dulles Toll Road and transit system are vital to the economic success of the region.

A transportation system breakdown, caused by an inadequate response to impending growth, will likely result in the relocation of work, workers, and companies to other regions or countries in this competitive, global, "world-is-flat" economy.

As has been reported by the Texas Transportation Institute (TTI) and others – congestion costs. Congestion costs real money. Congestion affects the quality of life. Congestion costs employers and employees, families and communities, jurisdictions and the region.

The TTI 2005 Urban Mobility Report for the Washington region stated that:

- The region is 3rd in the nation with average hours lost sitting in traffic with 69 hours.
- The region is 3rd in congestion cost per consumer at \$1,669 per year.
- The region is 4th in excess fuel consumed per commuter.

- The region is 5th with total fuel consumed due to congestion with 88 million gallons.
- The region is 7th in total regional congestion cost at almost \$2.5 billion.
- The region is 7th in total delay due to congestion with 145 million hours.

Moreover, the report noted that in seven of the nation's largest cities congestion actually improved, but Washington was not one of the seven.

The DTR Corridor's continually increasing congestion could jeopardize the retention of companies and workers, as well as adversely impact attracting others to the region. Clearly, the construction of Rail to Dulles and the Dulles Corridor Mobility Initiative improvements on the most cost-effective basis are essential to sustaining the economy of the region and the Commonwealth.